

Traffic Control Devices Manual Part 8

Code of practice for temporary traffic management (CoPTTM)

manual number: SP/M/010

Section H

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Code of practice for temporary traffic management

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More information

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LEVEL 3 DIAGRAMS LIST


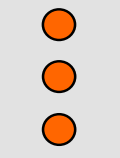

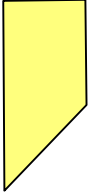


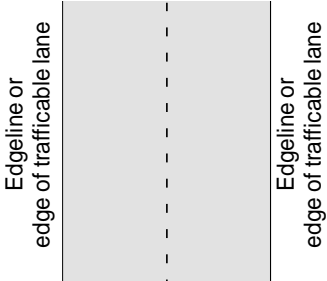

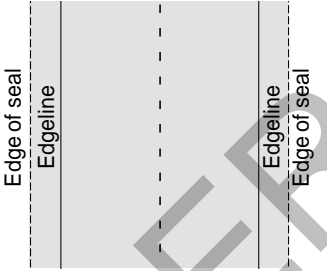


STATIC OPERATIONS

No.	LEVEL 3 ROADS	
ONE-WAY MULTI-LANE ROAD		
H1.1	Shoulder closure	No temporary speed limit
H1.2	Other hazard	Flooding, slips, slippery surface
H1.3	Right-lane closure	
H1.4	Two-lane closure	One-lane temporary diversion
H1.5	Left-lane closure	Chicane layout
H1.6	Site access	
H1.7	Right-lane closure	
H1.8	Left-lane closure	Chicane layout
H1.9	Right and centre lane closure	
H1.10	Left and centre lane closure	Chicane layout
H1.11	Right and centre lane closure	Two lane temporary diversion
H1.12	Left-lane closure	On-ramp within worksite
H1.13	Left-lane closure	Off-ramp within worksite
H1.14	Off-ramp closure	
H1.15	Road closure	Detour via off ramp
H1.16a	Closure example	On-ramp within worksite
H1.16b	Closure example	Low accessed site
H1.16c	Closure example	High accessed site
H1.16d	Closure example	Off-ramp within worksite
H1.17	Long-term closure	Left-lane closure - barrier
H1.18	Long-term closure	Right-lane closure - barrier

MOBILE OPERATIONS

ONE-WAY MULTI-LANE ROAD		
H2.1	Work vehicle is more than five (5) metres from the edgeline - Zone A	
H2.2	Work vehicle is between two (2) and five (5) metres from the edgeline - Zone B	Rear visibility is GREATER than the clear sight distance
H2.3	Work vehicle is between two (2) and five (5) metres from the edgeline - Zone B	Rear visibility is LESS than the clear sight distance
H2.4	Work vehicle is between zero (0) and two (2) metres from the edgeline - Zone C	
H2.5	Work vehicle on live lane - Zone C	
H2.6	Work vehicle on live lane or within 2m from live lane - Zone C	No available shoulder width for AWWMS within 1,600m of work vehicle
H2.7	Work vehicle on live lane or within 2m from live lane - Zone C	Personnel on the live lane
H3.1	Semi-static closure	Left-lane closure
H3.2	Semi-static closure	Right and centre lane closure

LEGEND FOR DIAGRAMS

<p>Working space</p> 	<p>Mandatory:</p> <ul style="list-style-type: none"> Cones Signs  
<p>Safety zones</p> 	<p>Optional:</p> <ul style="list-style-type: none"> Cones Signs  
<p>Edgeline or edge of trafficable lane (indicated by solid black line)</p> 	<p>Hazard area</p> 
<p>Edge of Seal (indicated by dotted line next to solid black line)</p> 	<p>Barrier</p> 
	<p>Chevron</p> 

LEVEL 3 LAYOUT DISTANCES TABLE

Permanent/TSL (km/h)		◆80	100						
Traffic signs									
A	Sign visibility distance (m)	100	120						
C	Sign spacing (m) - Desirable	160	200						
❖	Sign spacing (m) - Minimum	80	100						
Safety zones									
D	Longitudinal (m)*	45	60						
E	Lateral (m)								
	1. Behind cones etc	1	1						
	2. Behind concrete barrier	0.5	0.5						
	3. Behind other barriers	As recommended by manufacturers							
Tapers									
H	Initial taper length per lane (m)**	150	180						
I	Subsequent taper length per lane (m)	80	100						
K	Minimum distance between tapers (m)	80	100***						
Delineation devices									
Spacing (centres)	All tapers (m)	2.5	2.5						
	Cones parallel to the lane (eg between tapers and alongside the working space) (m)	10	10						
	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 20m either side of a change in alignment							
<p>◆ For temporary speeds less than 80km/h use the C2.6 Level 2 worksite layout distances table.</p> <p>❖ The desirable sign spacing distance must be used wherever possible. The minimum sign spacing distance may only be used where there are road environment constraints. Where only one sign is erected in advance of the start of a cone taper the distance from the sign to the start of the taper must be 2xC.</p> <p>* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite. Refer subsections H1.17 and H1.18</p> <p>** Taper length is based on a single lane shift of 3.5m.</p> <p>*** Must be altered if required to meet the supplementary TSL distance.</p>									
Lane widths									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

General

Except for delineation device spacings, which are maximum values, the distances specified in the above table are minimum values. Approach signage, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. Any subsequent tapers, and the remainder of the worksite, are based on the applicable permanent or TSL.

ONE-WAY MULTI-LANE ROAD

Shoulder closure

No temporary speed limit

H1.1

Level 3

Notes

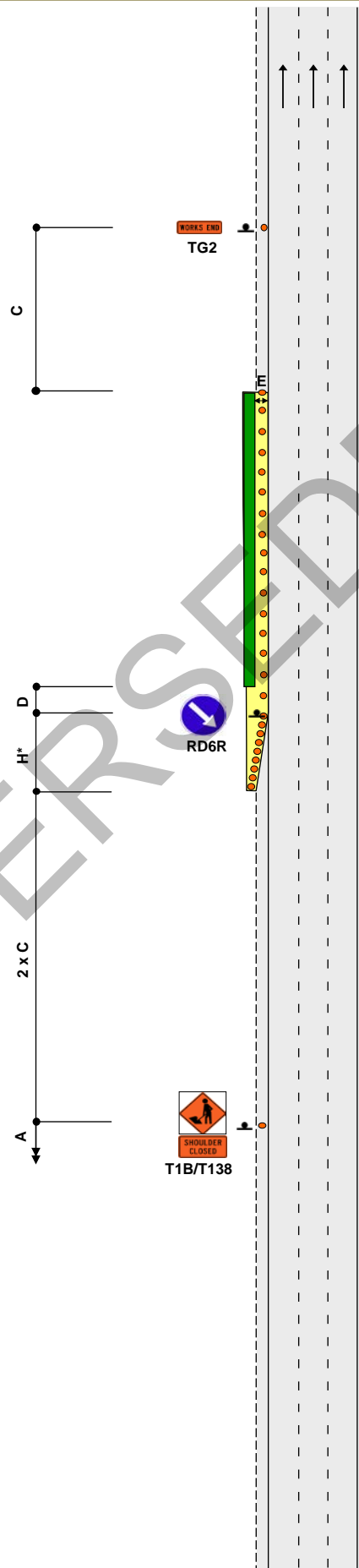
1. A 10m taper, with a minimum of 5 cones, is allowed where shoulder width is 2.5m or less
2. If a 10m taper is used, an RD6R is only required at the head of the taper
3. *For shoulders exceeding 2.5m width, apply the calculation of taper length for lateral shift of less than 3.5m:

 $\frac{W \times H}{3.5}$

3.5

W = Width of lateral shift

H = Taper length in metres from the level 3 layout distance table

EXAMPLE
ONLYThis drawing must not be
used as a TMP diagram

1. This diagram is for initial response only. Appropriate long term TTM must be installed as soon as practical

2. This layout should only be used for shallow flooding that vehicles can traverse while remaining in their correct lane(s)

3. A 10m taper, with a minimum of 5 cones, is allowed where shoulder width is 2.5m or less

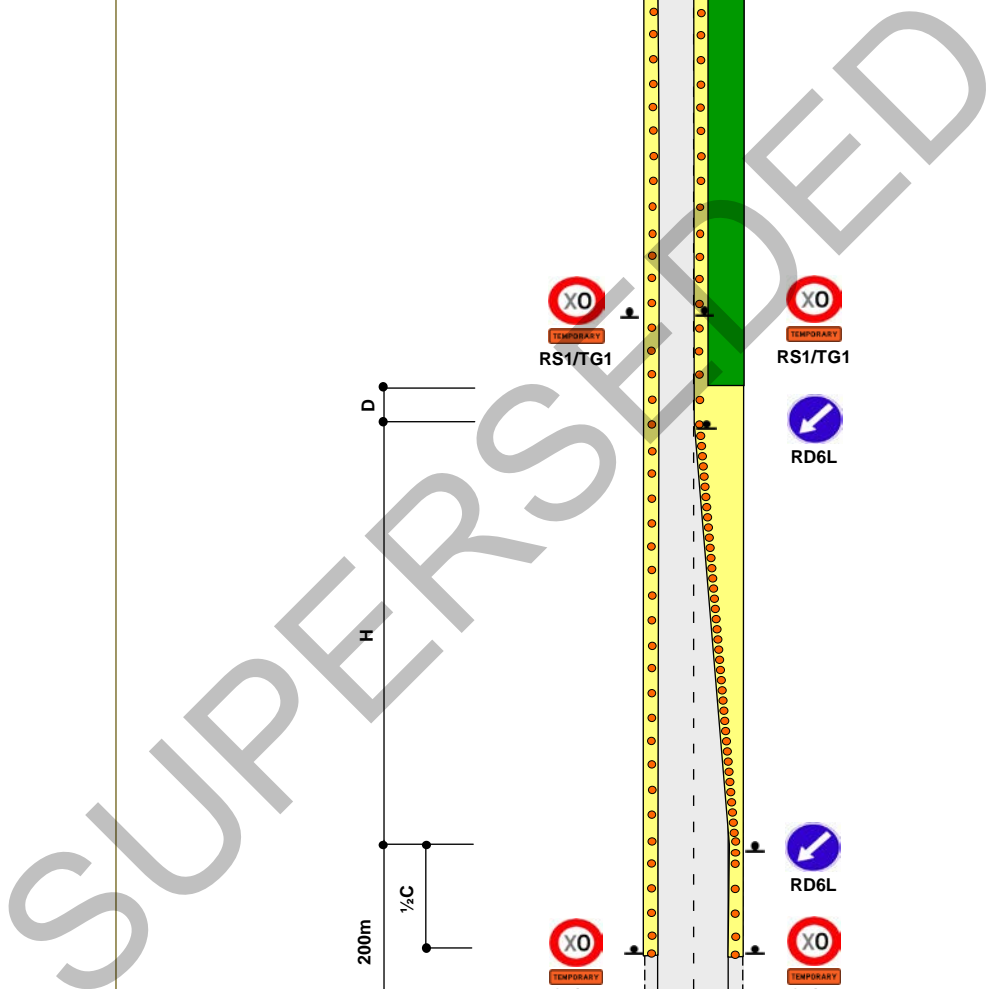
4. The advance warning sign may be any one of the following:

T2B		Other hazard
T211		Flooding
TR1L/R		Slips
TR2		Slippery Surface

5. If necessary, erect TG4
DRY YOUR BRAKES sign
6. If TSLs are not required, the
warning distance must be at
least 2 x C



1. TSLs to be repeated at 400m maximum centres
2. C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed. Where the edgeline is well defined (ie by a clean kerb and channel) the line of cones is not required



ONE-WAY TWO-LANE ROAD

Two-lane closure

One-lane temporary diversion using shoulder

H1.4

Level 3

Notes

1. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times I}{3.5}$$

3.5

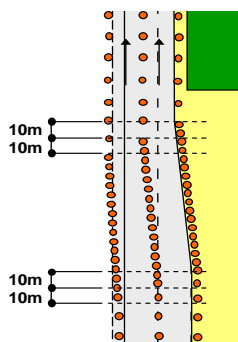
W = Width of lateral shift

I = Taper length in metres from the level 3 layout distance table

2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite



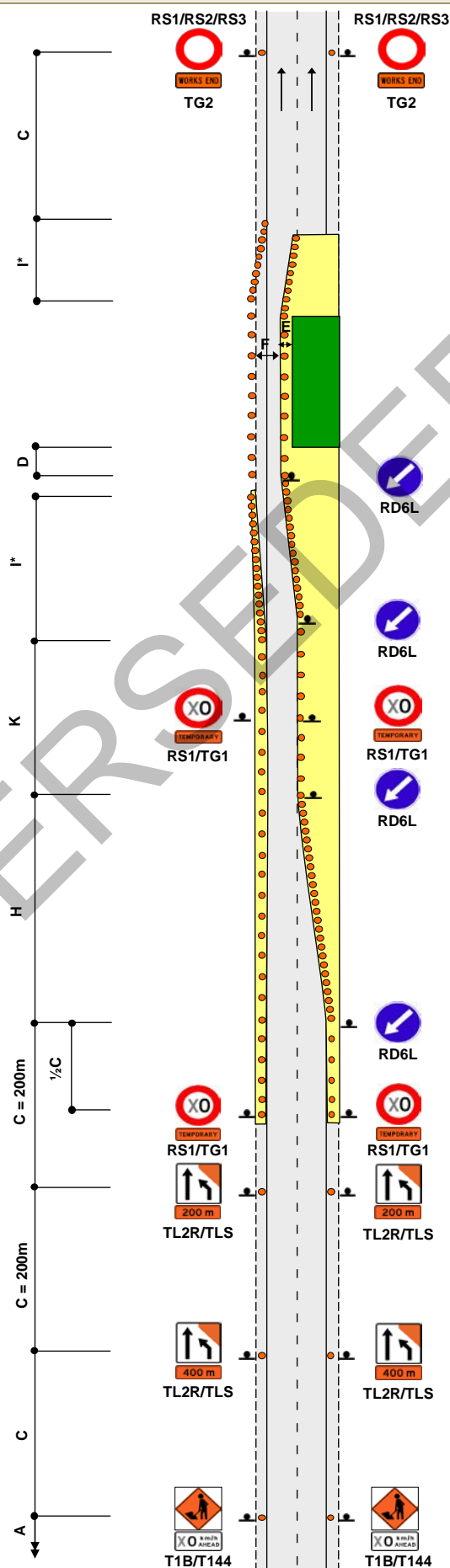
4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift



5. C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed. Where the edgeline is well defined (ie by a clean kerb and channel) the line of cones is not required



This drawing must not be used as a TMP diagram



ONE-WAY TWO-LANE ROAD

Left-lane closure

Chicane layout

H1.5

Level 3

Notes

1. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times I}{3.5}$$

3.5

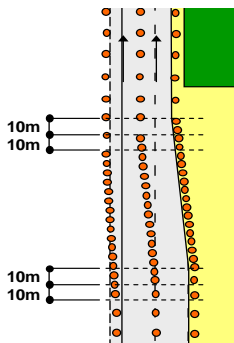
W = Width of lateral shift

I = Taper length in metres from the level 3 layout distance table

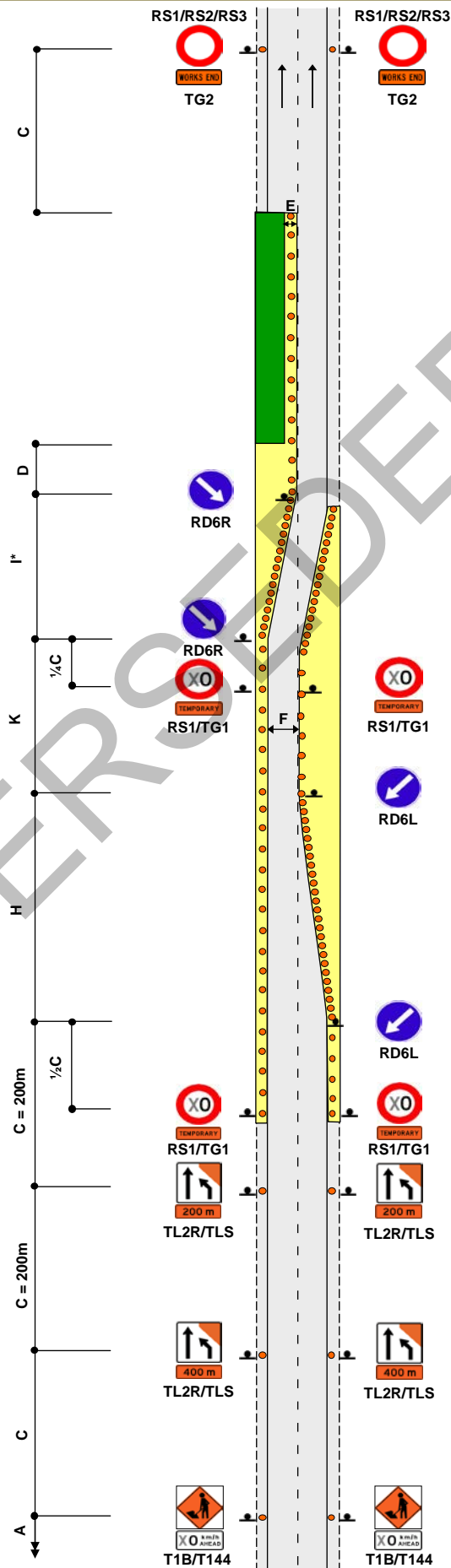
2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite



4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift



This drawing must not be used as a TMP diagram

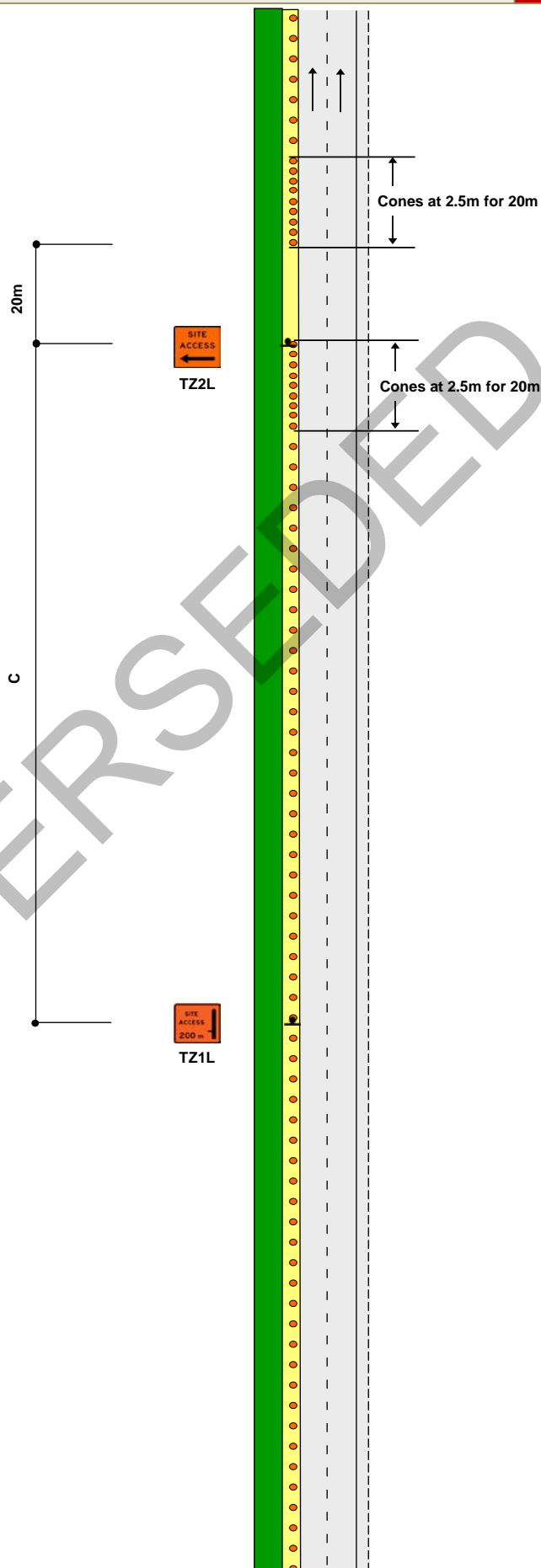


ONE-WAY MULTI-LANE ROAD Site access

H1.6
Level 3

Notes

1. This diagram is designed to show only the site access to a closure

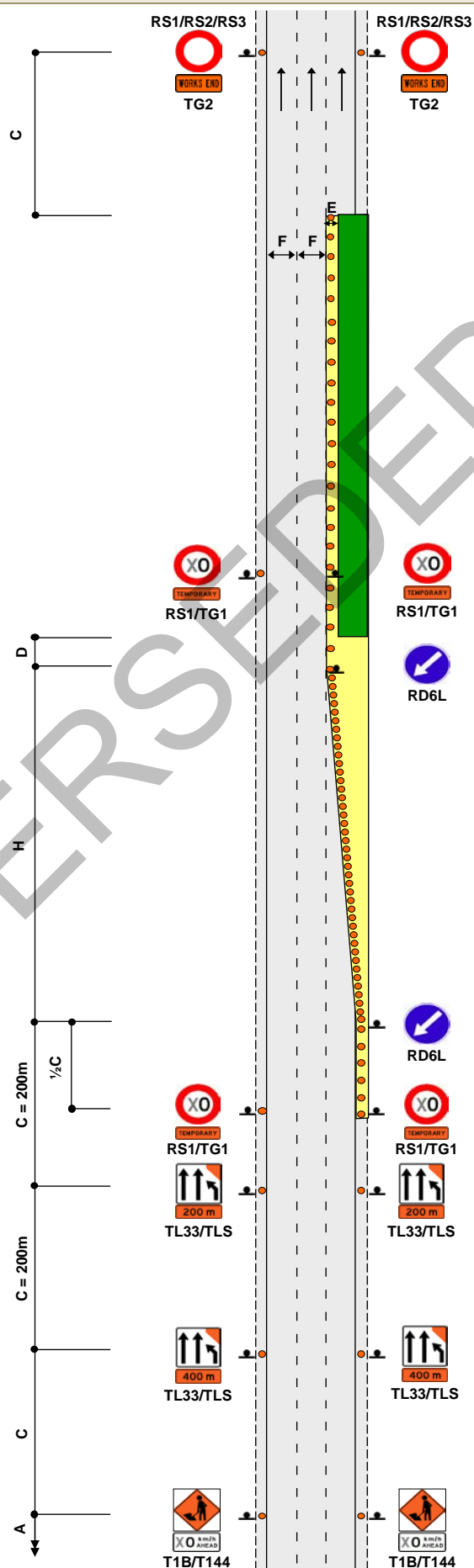


This drawing must not be used as a TMP diagram

1. TSLs to be repeated at 400m maximum centres
2. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite



This drawing must not be used as a TMP diagram



1. *Calculation of taper length for lateral shift of less than 3.5m is:

3.5

l = Taper length in metres
from the level 3 layout
distance table

- 

-

- 

The diagram illustrates a two-lane road construction zone with traffic flow from left to right. The road is divided into a green section (left lane) and a yellow section (right lane). The construction zone is marked by a series of orange cones. The diagram shows the following elements:

- Traffic Flow:** Indicated by three upward arrows in the center of the road.
- Signs and Signals:**
 - RS1/RS2/RS3:** Red circular signs with a white 'X' and 'WORKS END' text, labeled 'TG2'.
 - RD6R:** Blue circular signs with a white arrow pointing right, labeled 'RD6R'.
 - RD6L:** Blue circular signs with a white arrow pointing left, labeled 'RD6L'.
 - TL5R/TLS:** Orange rectangular signs with a white arrow pointing right and '100 m' text.
 - TL33/TLS:** Orange rectangular signs with a white arrow pointing right and '200 m' or '400 m' text.
 - T1B/T144:** Orange diamond-shaped signs with a white 'X' and 'WORKS AHEAD' text.
- Dimensions and Markings:**
 - C = 100m:** Distance between the first and second RS1/RS2/RS3 signs.
 - C = 200m:** Distance between the first and second TL5R/TLS signs.
 - C = 200m:** Distance between the first and second TL33/TLS signs.
 - 50m:** Distance between the first and second RD6R signs.
 - 1/2 C:** Distance between the first and second TL33/TLS signs.
 - F:** Distance between the first and second TL5R/TLS signs.

ONE-WAY MULTI-LANE ROAD

Right and centre lane closure

H1.9
Level 3

Notes

1. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times I}{3.5}$$

3.5

W = Width of lateral shift

I = Taper length in metres from the level 3 layout distance table

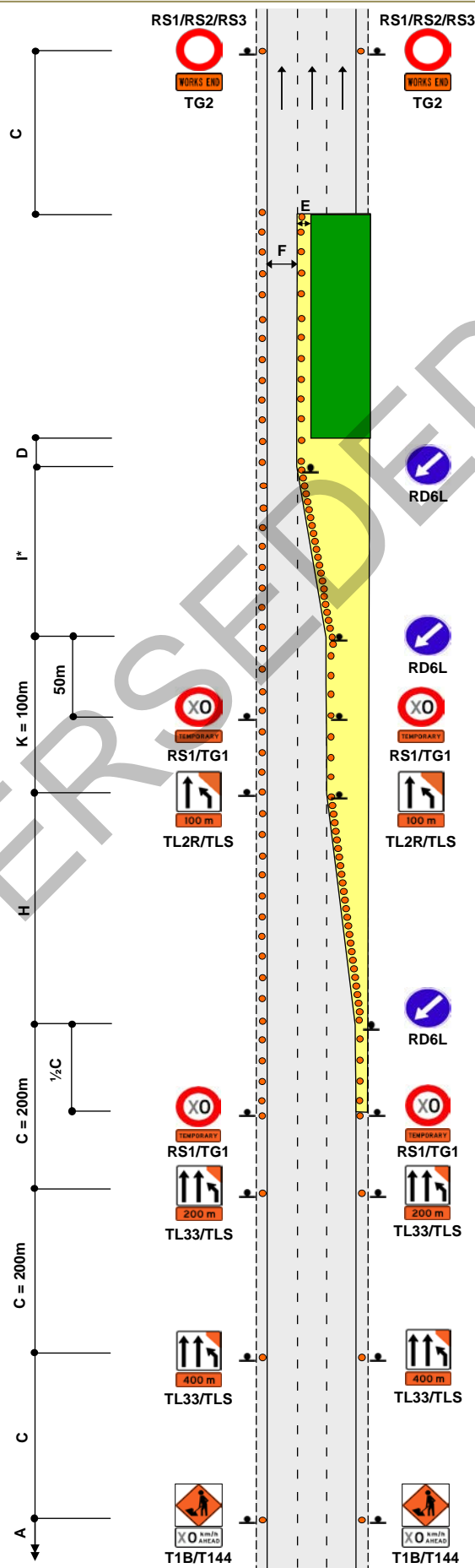
2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite



4. Refer C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Left and centre lane closure

Chicane layout

H1.10

Level 3

Notes

1. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times I}{3.5}$$

3.5

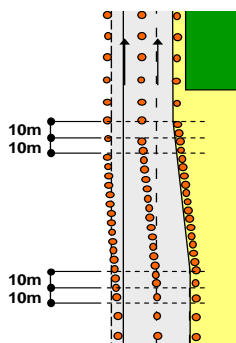
W = Width of lateral shift

I = Taper length in metres from the level 3 layout distance table

2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite



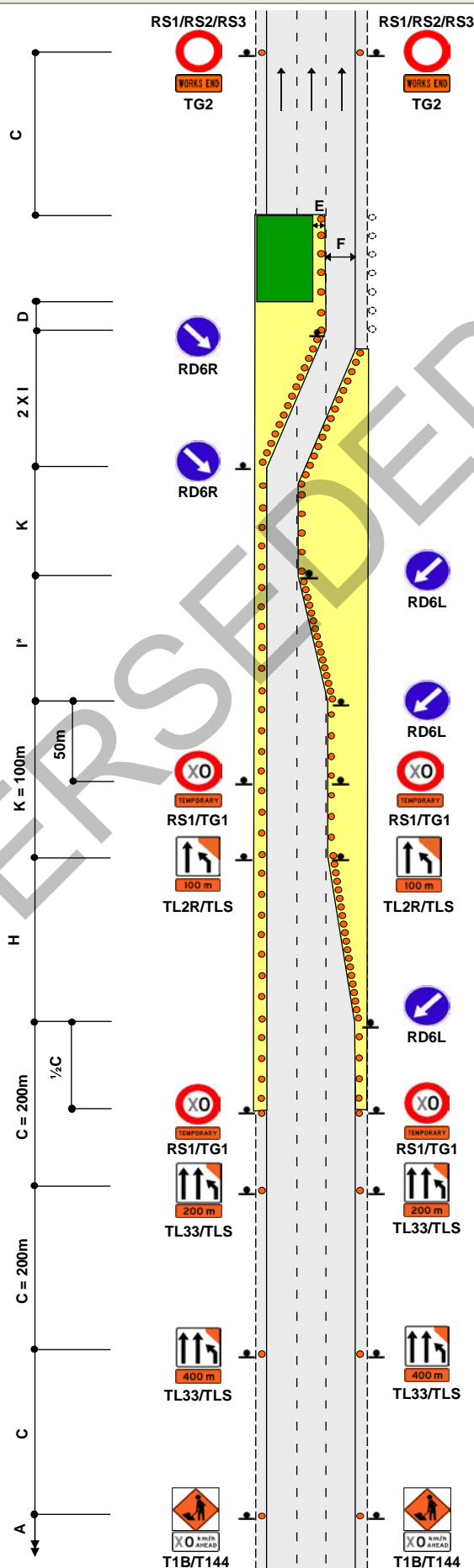
4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift



5. Refer C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Right and centre lane closure

Two lane temporary diversion

H1.11
Level 3

Notes

- *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times I}{3.5}$$

3.5

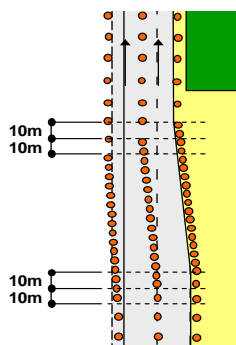
W = Width of lateral shift

I = Taper length in metres from the level 3 layout distance table

- TSLs to be repeated at 400m maximum centres
- If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite



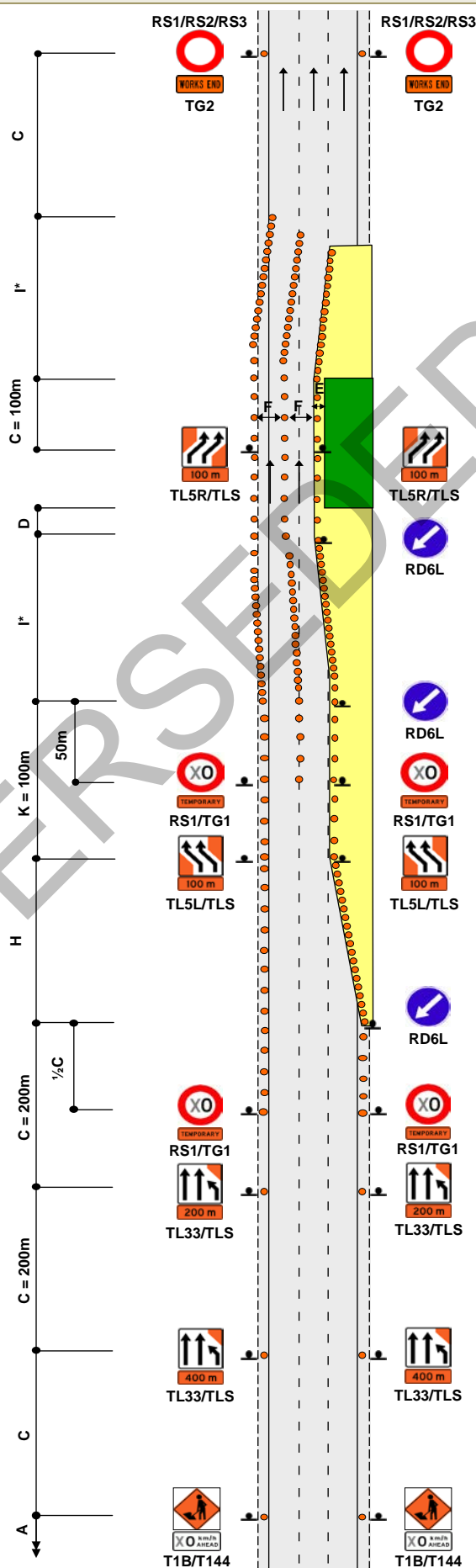
- Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift



- For the centre median, tubular delineators temporarily fixed to the surface may be used, or for a long term situation a new centreline may be applied



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Left-lane closure

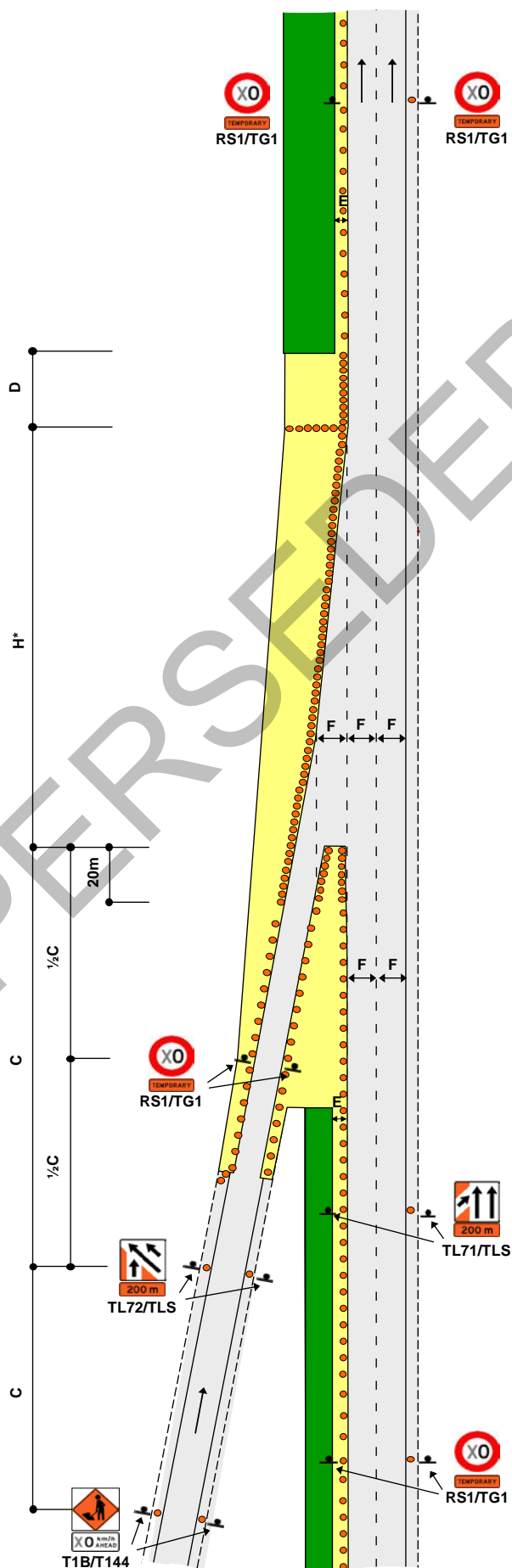
On-ramp within worksite

H1.12

Level 3

Notes

1. This diagram is designed to show only the on-ramp within the worksite
2. Secondary row of cones in front of the longitudinal safety zone are to be placed at 1m centres
3. A TSL sign may be used to cover the permanent speed sign on the approaches to the main carriageway



EXAMPLE
ONLY

This drawing must not be
used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

Left-lane closure

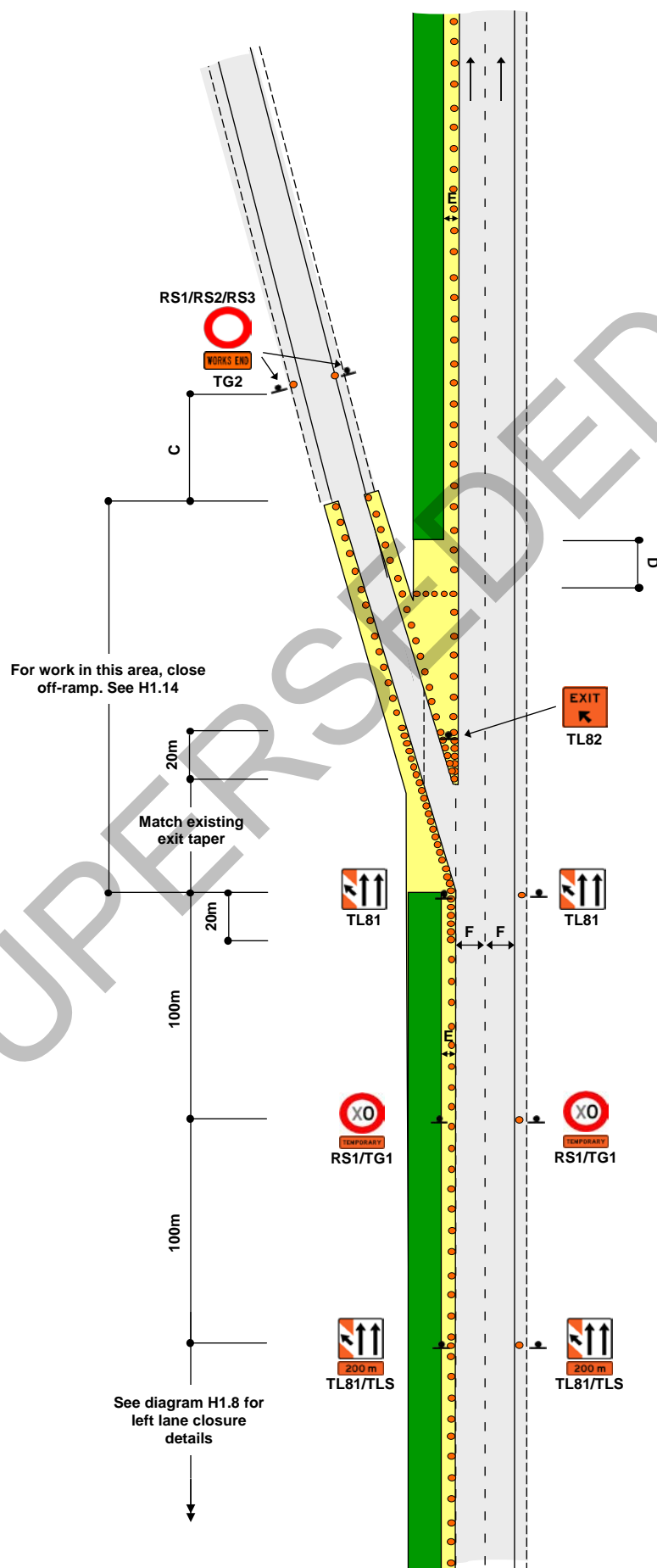
Off-ramp within worksite

H1.13

Level 3

Notes

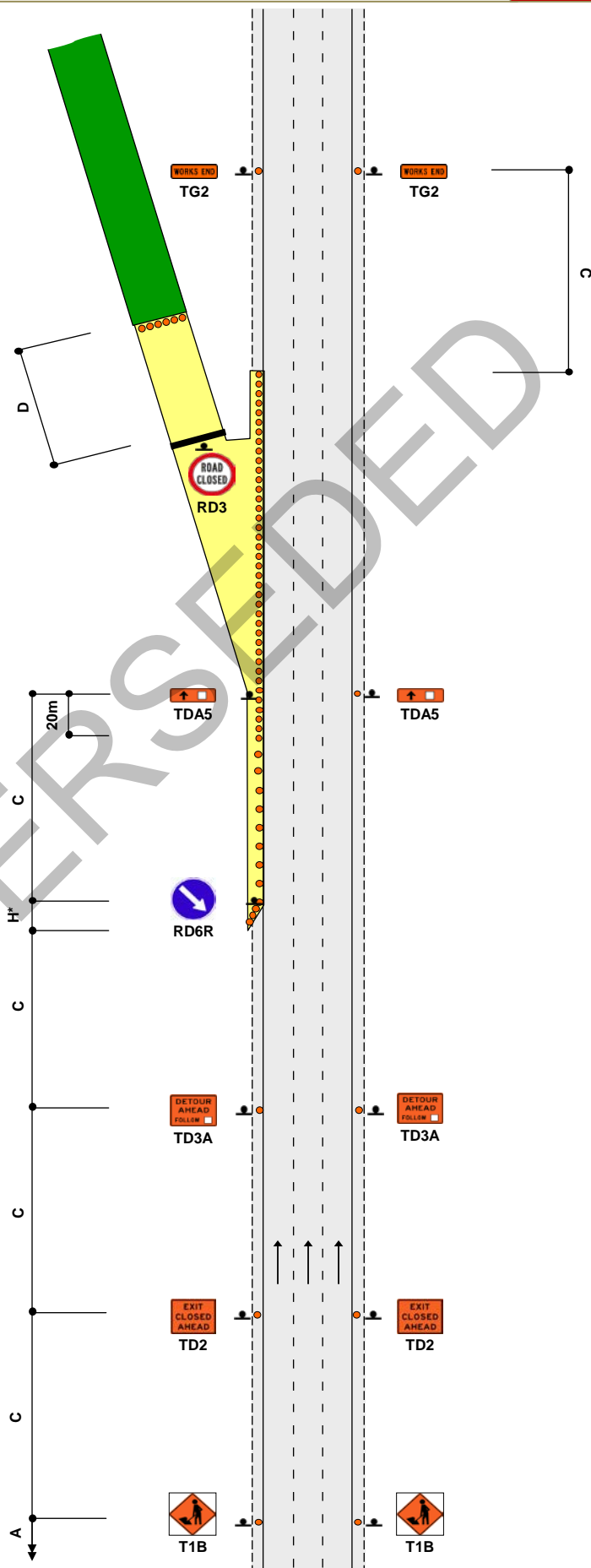
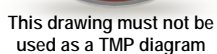
1. This diagram is designed to show only the off-ramp within the closure
2. Secondary row of cones in front of the longitudinal safety zone are to be placed at 1m centres
3. A TSL sign may be used to cover the permanent speed sign on the off -ramp



EXAMPLE
ONLY

This drawing must not be
used as a TMP diagram

4. Cones used to close off-ramp to be placed at 1m centres
5. Secondary line of cones at end of longitudinal safety zone to be placed at 1m centres
6. Block access to road with barricade/barrier



ONE-WAY MULTI-LANE ROAD

Road closure

Detour via off ramp

H1.15

Level 3

Notes

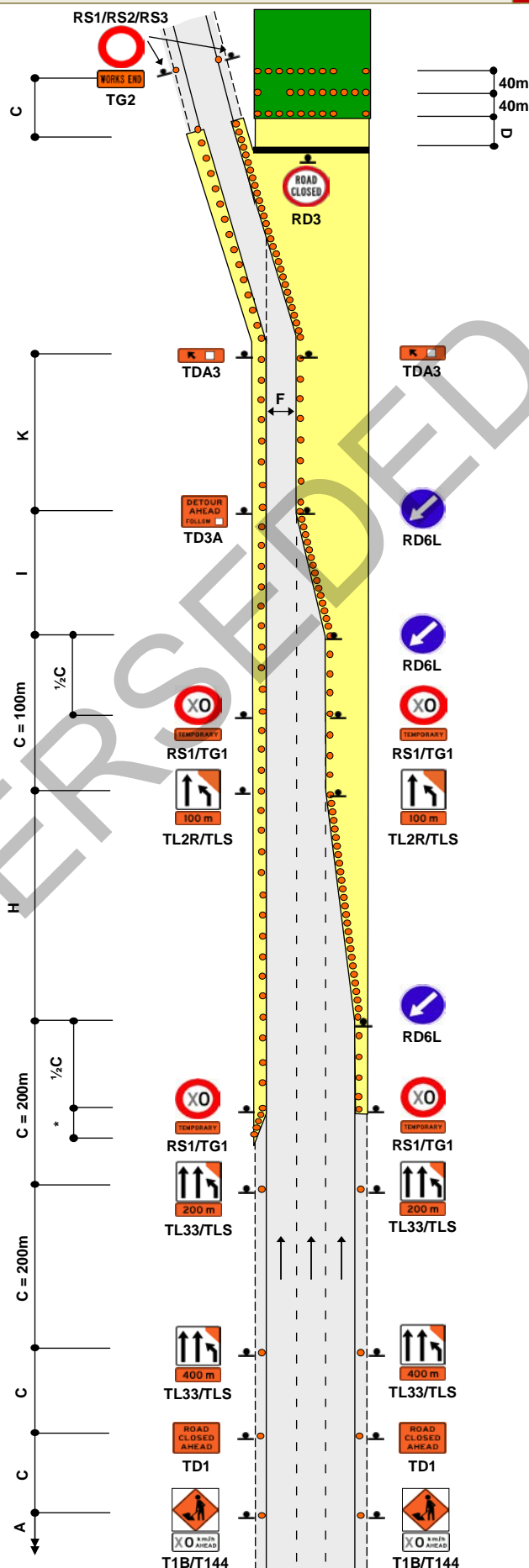
1. *A 10m taper, with a minimum of 5 cones, is allowed where shoulder width is 2.5m or less
2. If a 10m taper is used, an RD6R is only required at the head of the taper
3. Block access to road with fence
4. At the beginning of the working space place three lines of cones 40m apart across lanes and shoulder. Cones to be placed at 1m centres. Leave a 2.5m gap in opposite ends of each line of cones to allow site access
5. TSLs to be repeated at 400m maximum centres
6. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite



7. C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed. Where the edgeline is well defined (ie by a clean kerb and channel) the line of cones is not required



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Closure example

On-ramp within worksite

H1.16a

Level 3

Notes

1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:

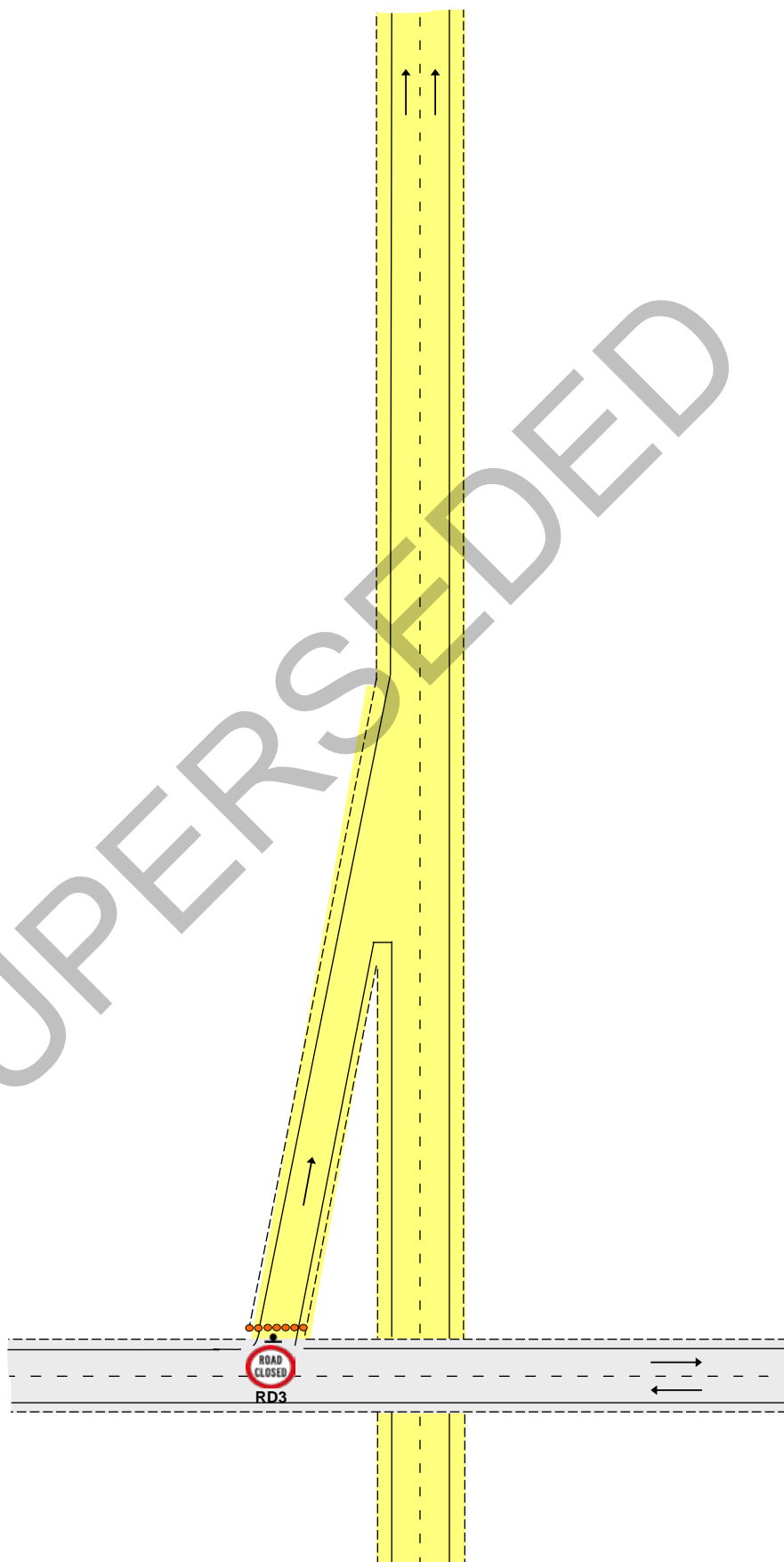
- H1.16a - Closure of on-ramp within worksite
- H1.16b - Closure example low accessed site
- H1.16b - Closure example high accessed site
- H1.16d - Closure of off-ramp within worksite

2. Where a motorway is completely closed to traffic in one or both directions, any on or off ramps impacted must also be closed

3. Cones across the on-ramp to be placed at 1m centres



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Closure example

Low accessed site within worksite

H1.16b

Level 3

Notes

1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:

- H1.16a - Closure of on-ramp within worksite
- H1.16b - Closure example low accessed site
- H1.16b - Closure example high accessed site
- H1.16d - Closure of off-ramp within worksite

2. Where the motorway is completely closed to traffic in one direction or both directions, the normal application of road closure signs, cones, barriers, fences or barricades at on and off ramps must be reinforced by a double line of cones at a normal warning distance from the working space

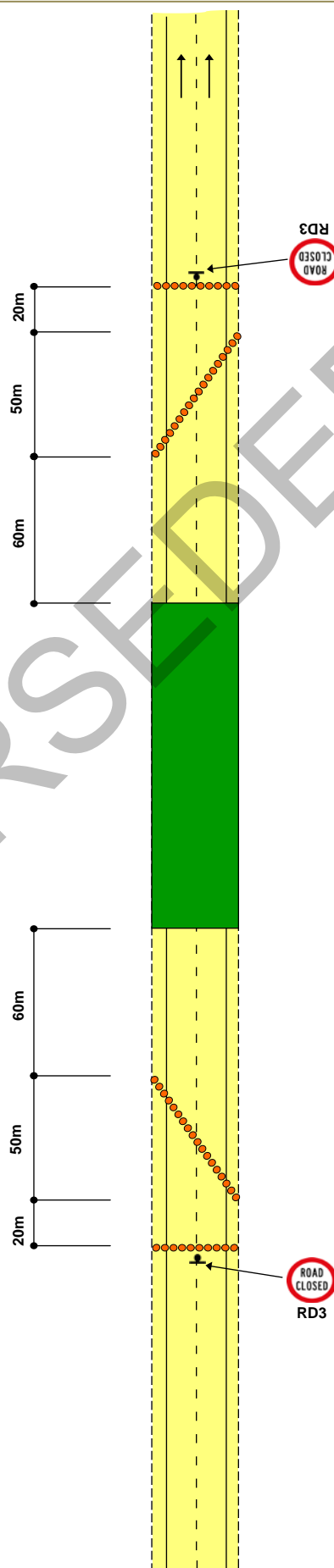
3. The double lines of cones must be either continuous or chicaned

4. TMA vehicles parked outside this inner cordon must be parked with their attenuators down and facing the normal direction of traffic. Vehicles inside the cordoned worksite are not subject to this requirement

5. Cones in tapers and across road to be placed at 1m centres



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Closure example

High accessed site within worksite

H1.16c

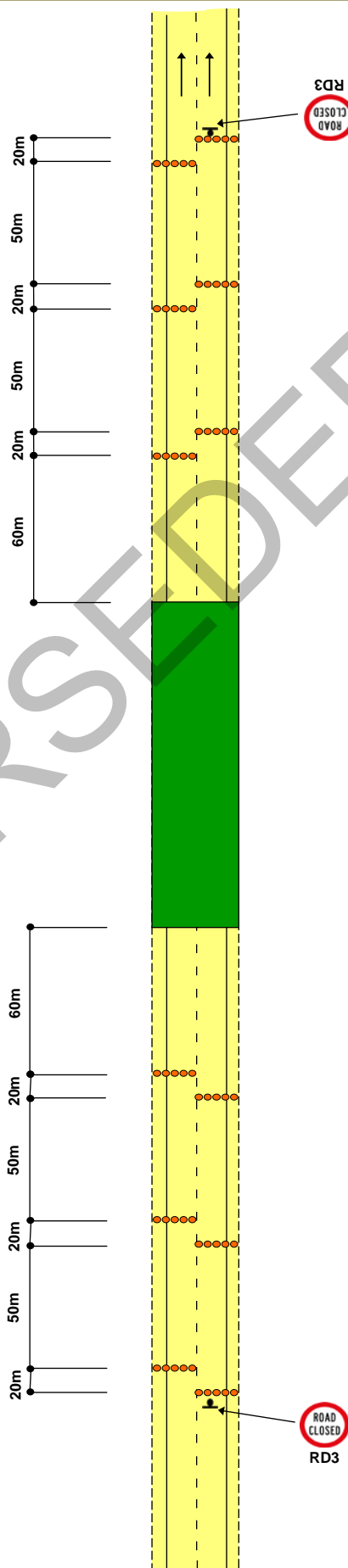
Level 3

Notes

1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:
 - H1.16a - Closure of on-ramp within worksite
 - H1.16b - Closure example low accessed site
 - H1.16b - Closure example high accessed site
 - H1.16d - Closure of off-ramp within worksite
2. Where the motorway is completely closed to traffic in one direction or both directions, the normal application of road closure signs, cones, barriers, fences or barricades at on and off ramps must be reinforced by a double line of cones at a normal warning distance from the working space
3. The double lines of cones must be either continuous or chicaned
4. TMA vehicles parked outside this inner cordon must be parked with their attenuators down and facing the normal direction of traffic. Vehicles inside the cordoned worksite are not subject to this requirement
5. Where there are oversized vehicles being used, the 20m gap in the chicanes may be increased
6. This is a secondary safety element for the worksite
7. Cones in chicanes to be placed at 1m centres



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Closure example

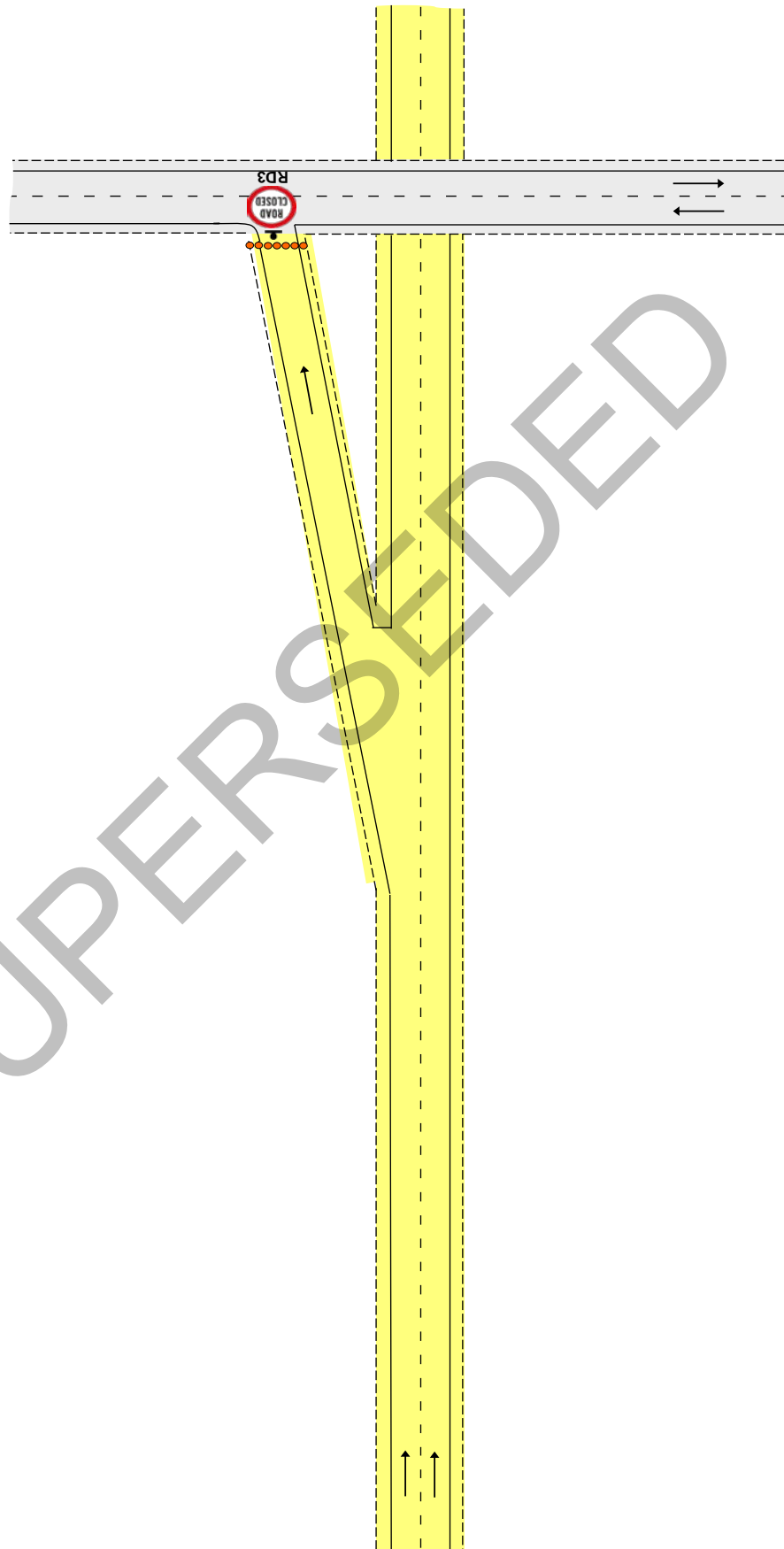
Off-ramp within worksite

H1.16d

Level 3

Notes

1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:
 - H1.16a - Closure of on-ramp within worksite
 - H1.16b - Closure example low accessed site
 - H1.16b - Closure example high accessed site
 - H1.16d - Closure of off-ramp within worksite
2. Where a motorway is completely closed to traffic in one direction or both directions, any on or off ramps impacted must also be closed
3. Cones across the on-ramp to be placed at 1m centres



This drawing must not be used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

Long-term closure

Left-lane closure - barrier

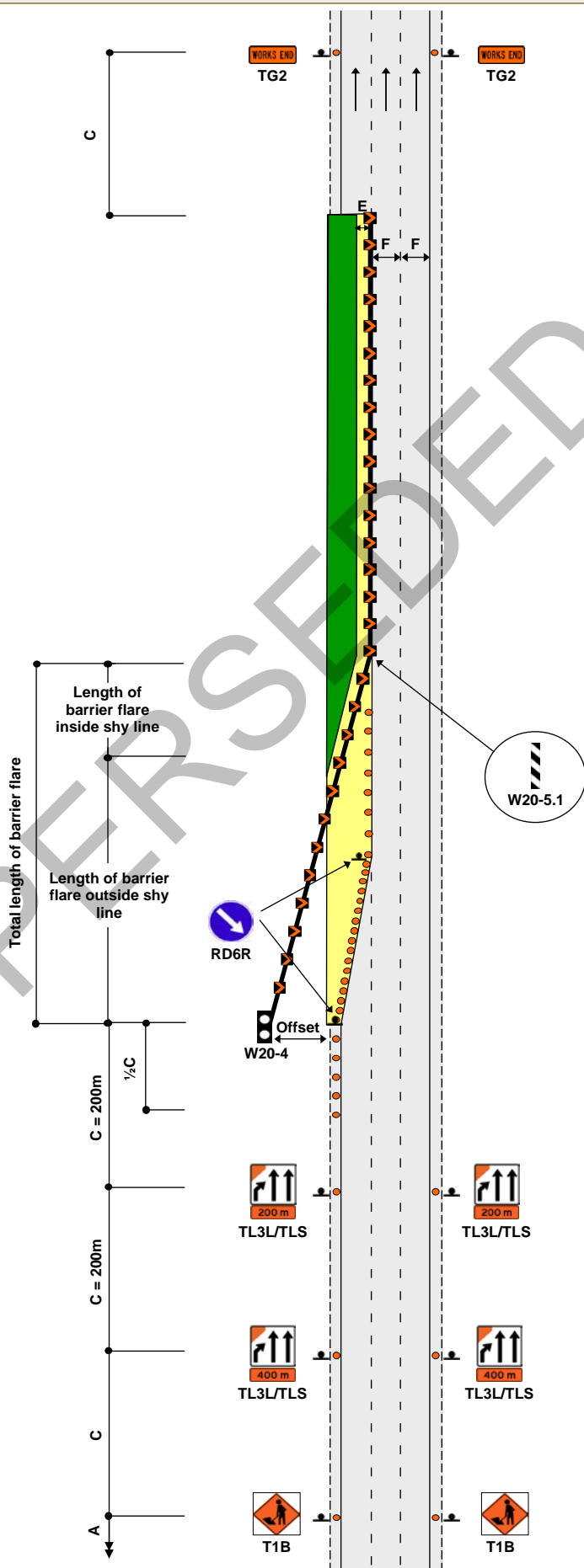
H1.17
Level 3

Notes

- Barrier end treatment depends on its distance from the edgeline. Refer C18.4 for details
- A black/white right-hand bridge end marker post must be used to delineate the approach end of the barrier at its narrowest point
- Offset depends on speed ie $100\text{km/h} = 9\text{m}$
- Total length of barrier flare depends on:
 - the offset from the live lane line
 - the width of lane and shoulder closed
 - barrier flare rates, and
 - the offset of the barrier end from the edgeline
- Hazard marker must be used to delineate the barrier terminal



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Long-term closure

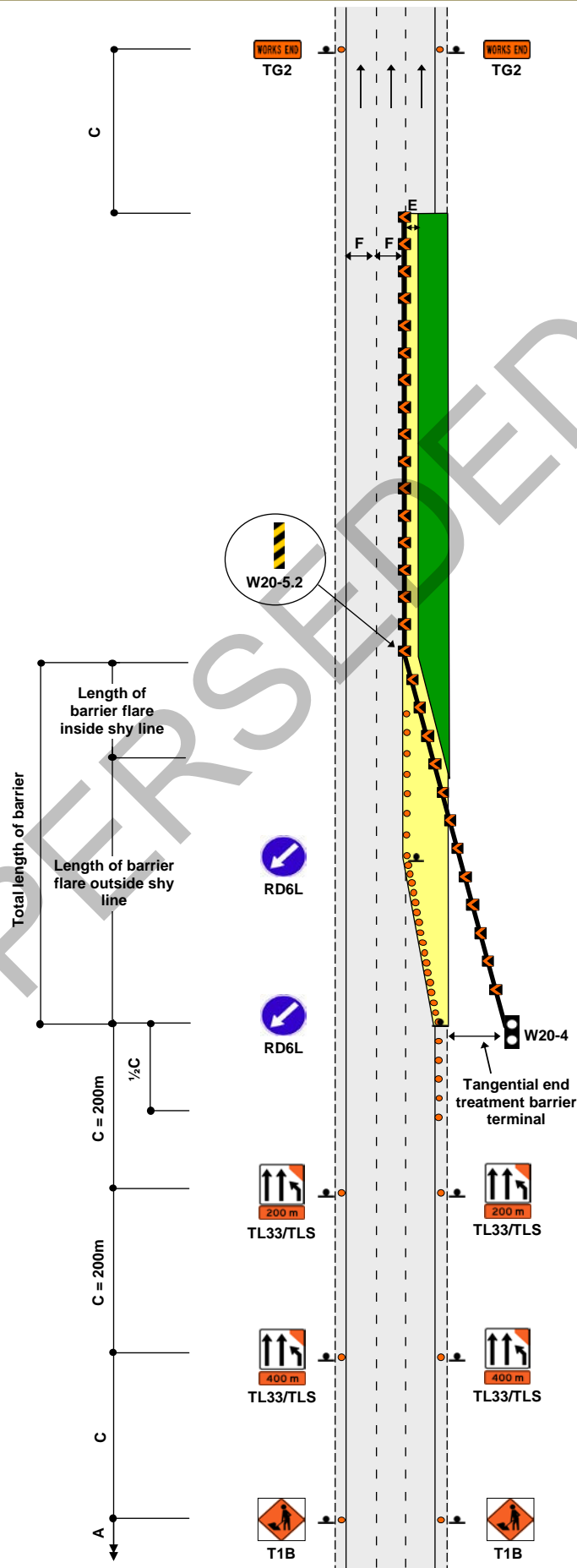
Right-lane closure - barrier

H1.18

Level 3

Notes

- Barrier end treatment depends on its distance from the edgeline. Refer C18.4 for details
- A black/yellow right-hand bridge end marker post must be used to delineate the approach end of the barrier at its narrowest point
- Total length of barrier flare depends on:
 - the offset from the live lane line
 - the width of lane and shoulder closed
 - barrier flare rates, and
 - the offset of the barrier end from the edgeline
- Hazard marker must be used to delineate the barrier terminal



**EXAMPLE
ONLY**

This drawing must not be
used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

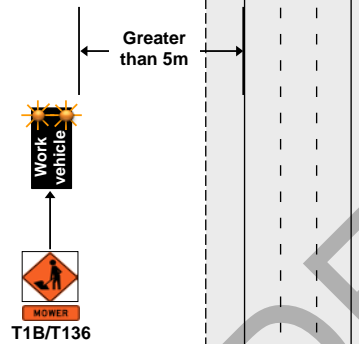
Work vehicle is more than five (5) metres from the edgeline - Zone A

H2.1

Level 3

Notes

1. Worksite can be managed by a level 2/3 STMS-NP



This drawing must not be used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

Work vehicle is between two (2) and five (5) metres from the edgeline - Zone B

Rear visibility is GREATER than the clear sight distance

H2.2

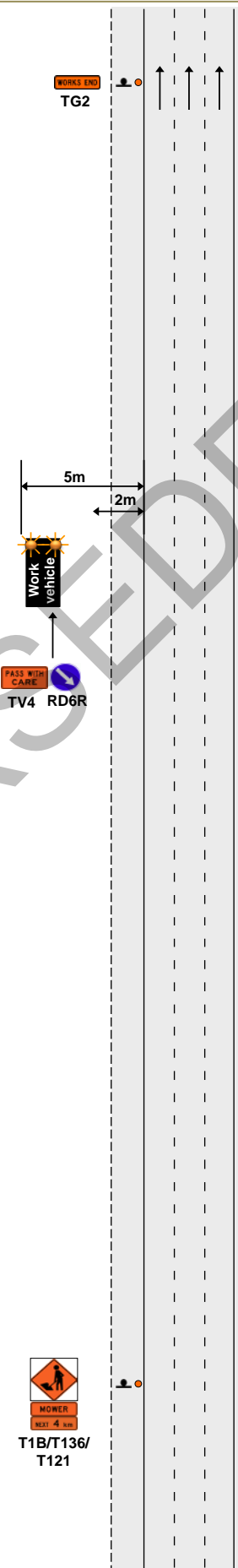
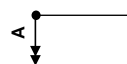
Level 3

Notes

1. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
2. The static signs may be replaced by an AWVMS. In this case CSD will be required (see H2.3)



This drawing must not be used as a TMP diagram



ONE-WAY MULTI-LANE ROAD

Work vehicle is between two (2) and five (5) metres from the edgeline - Zone B

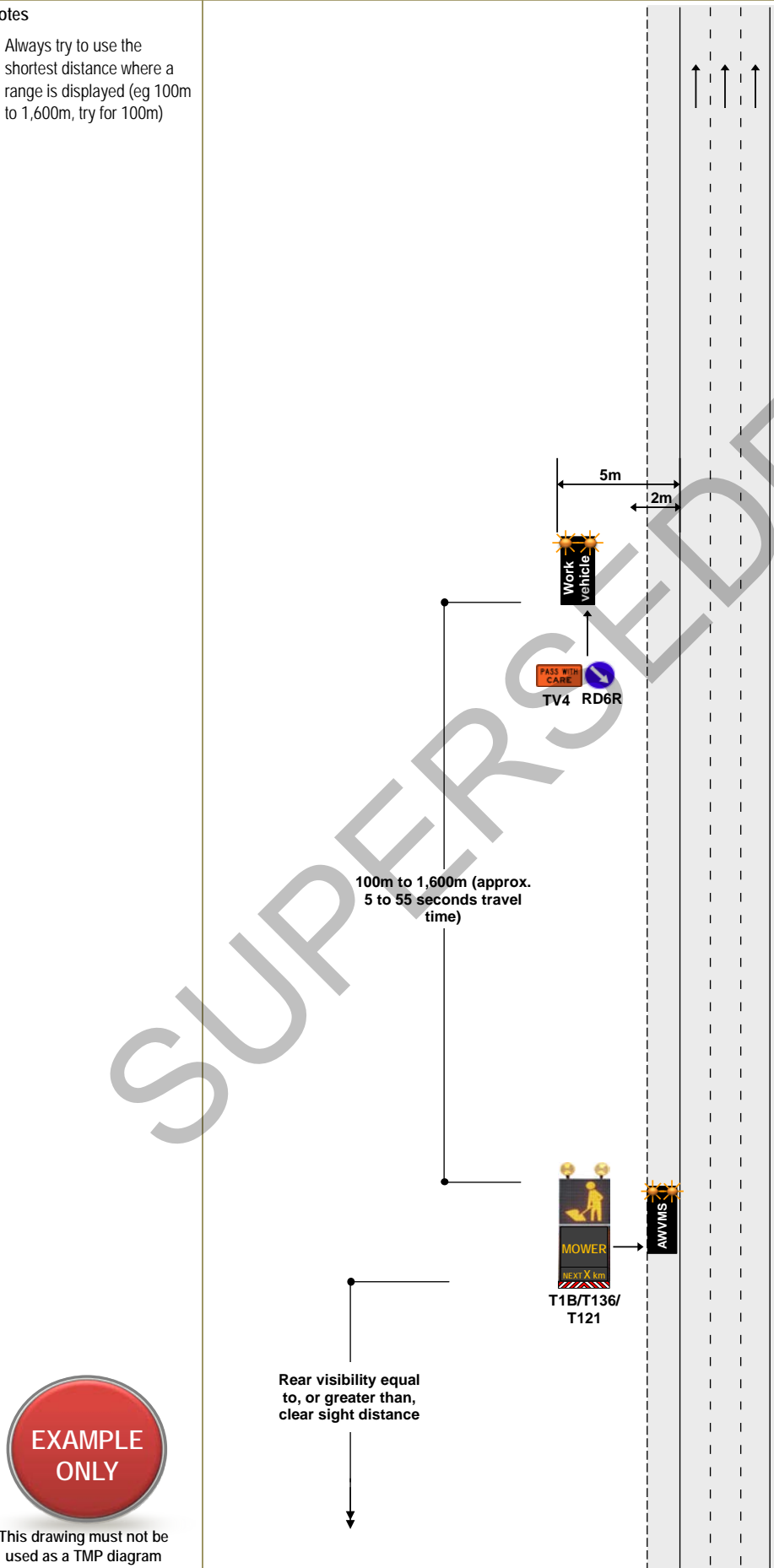
Rear visibility is LESS than the clear sight distance

H2.3

Level 3

Notes

1. Always try to use the shortest distance where a range is displayed (eg 100m to 1,600m, try for 100m)



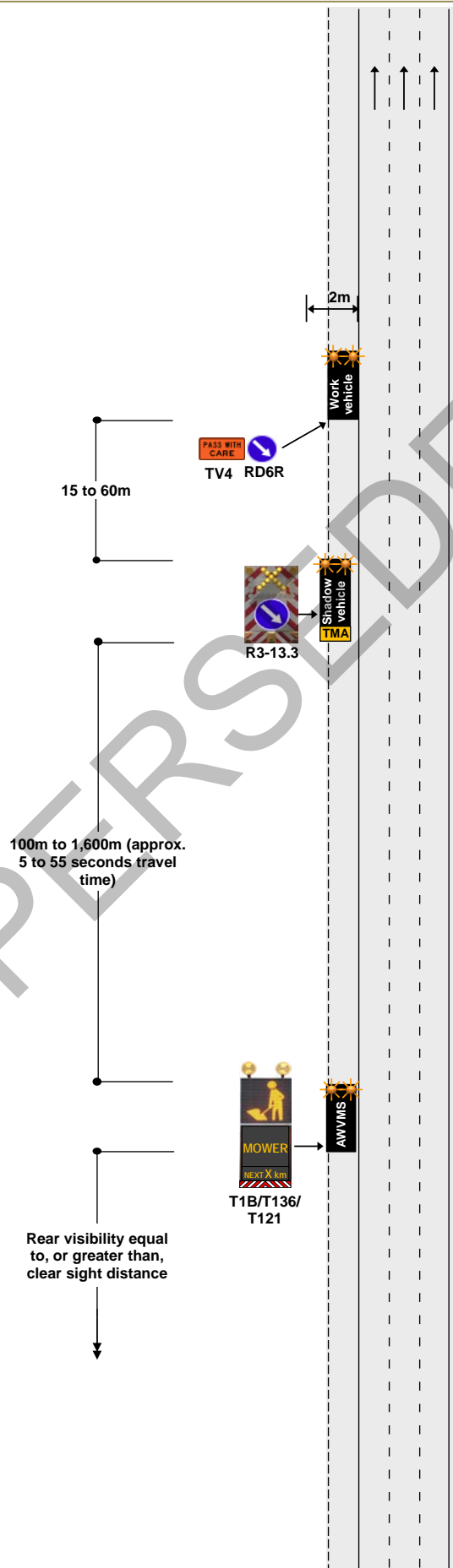
ONE-WAY MULTI-LANE ROAD

Work vehicle is between zero (0) and two (2) metres from the edgeline - Zone C

H2.4
Level 3

Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
2. Always try to use the shortest distance where a range is displayed (eg 100m to 1,600m, try for 100m)

EXAMPLE
ONLYThis drawing must not be
used as a TMP diagram

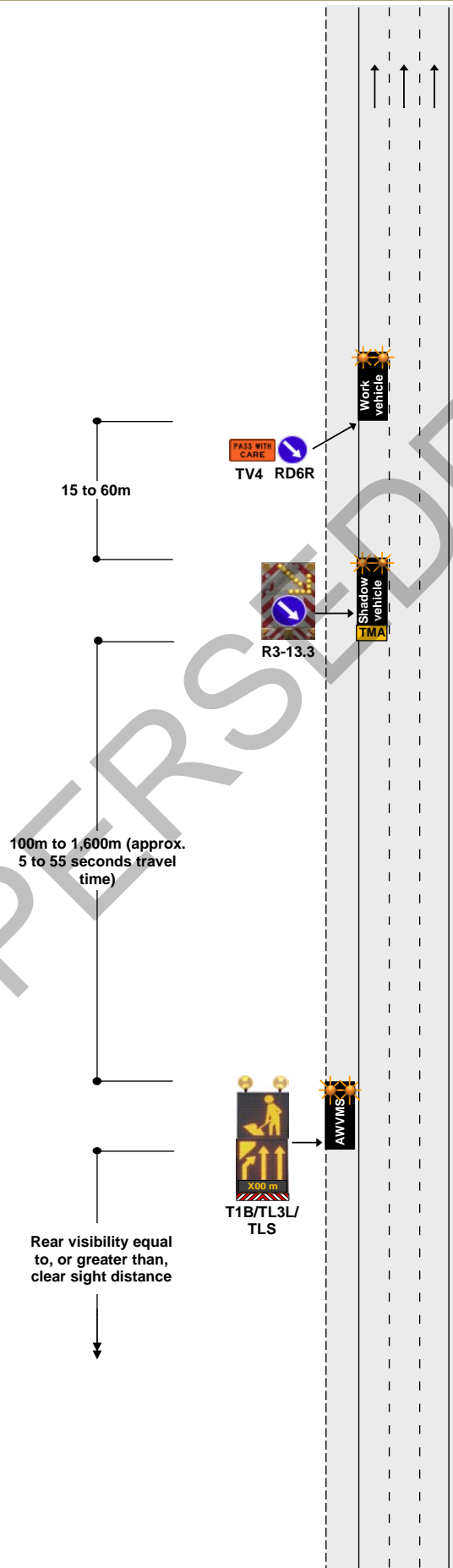
ONE-WAY MULTI-LANE ROAD

Work vehicle on live lane - Zone C

H2.5
Level 3

Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
2. Always try to use the shortest distance where a range is displayed (eg 100m to 1,600m, try for 100m)



This drawing must not be used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

Work vehicle on live lane or within 2m from live lane - Zone C

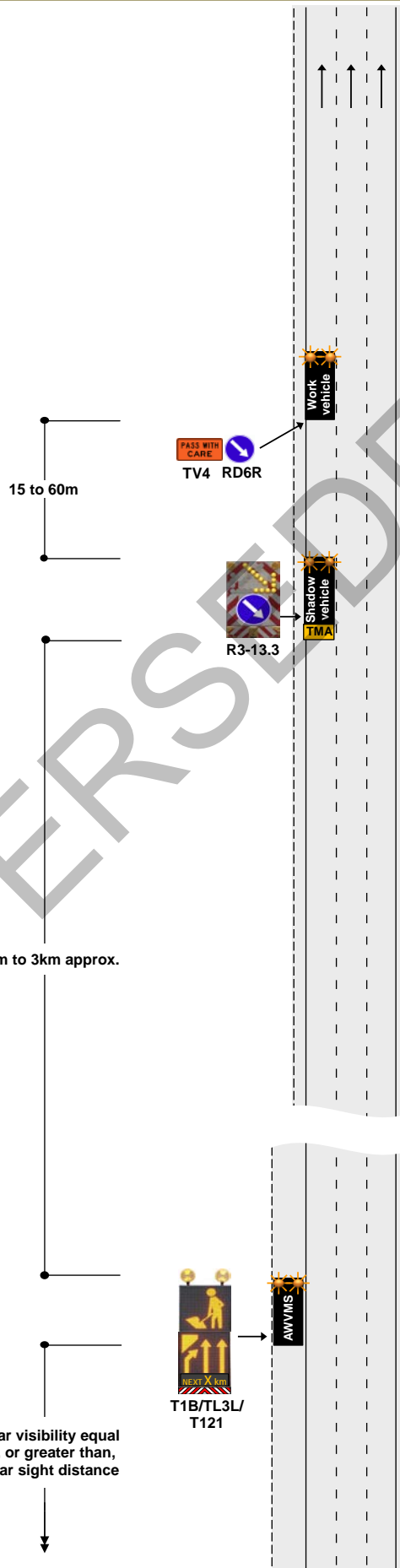
No available shoulder width for AWWMS within 1,600m of work vehicle

H2.6

Level 3

Notes

1. To provide advance warning, the AWWMS may be located more than 1,600m from the work vehicle
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
3. Always try to use the shortest distance where a range is displayed (eg 100m to 1600m, try for 100m)
4. AWWMS may be up to 3km behind shadow vehicle where there is insufficient shoulder width within 1,600m



This drawing must not be used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

Work vehicle on live lane or within 2m from live lane - Zone C

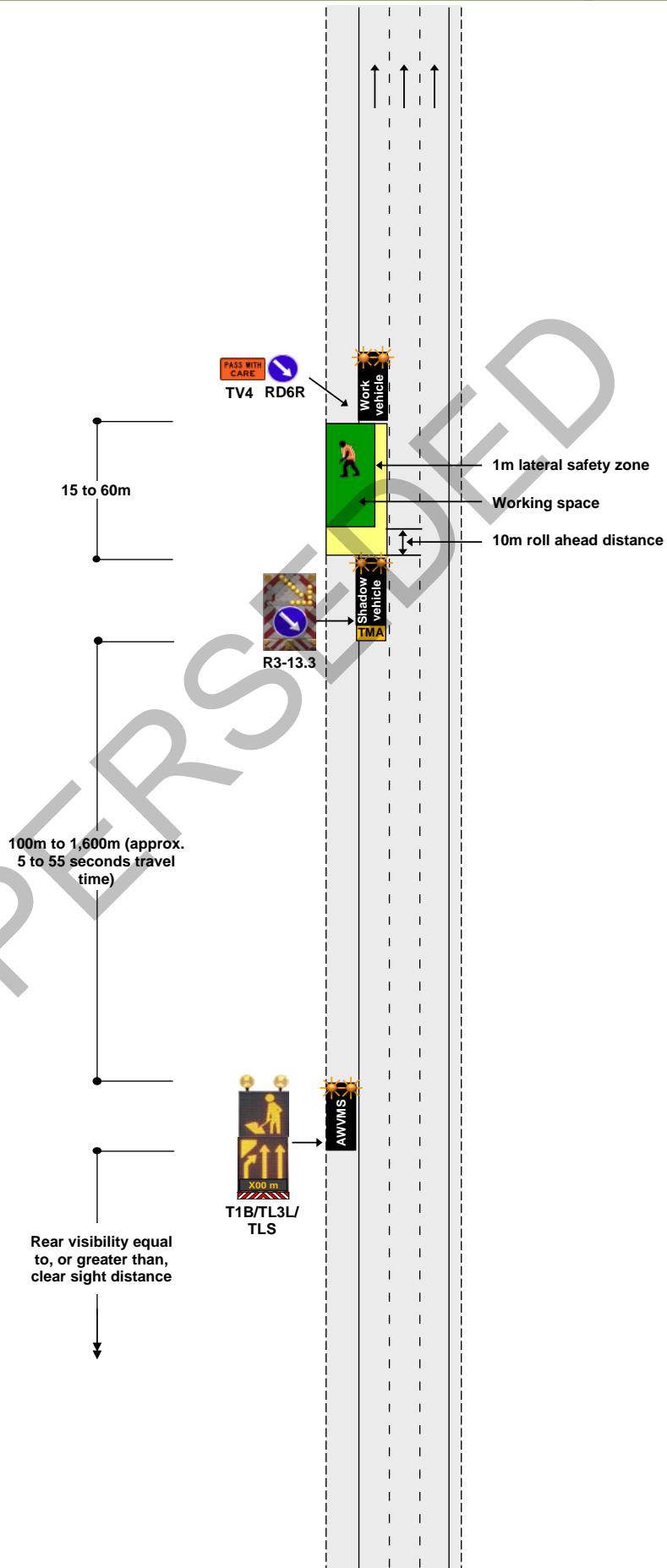
Personnel on the live lane

H2.7

Level 3

Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
2. Always try to use the shortest distance where a range is displayed (eg 100m to 1,600m, try for 100m)



EXAMPLE
ONLY

This drawing must not be
used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

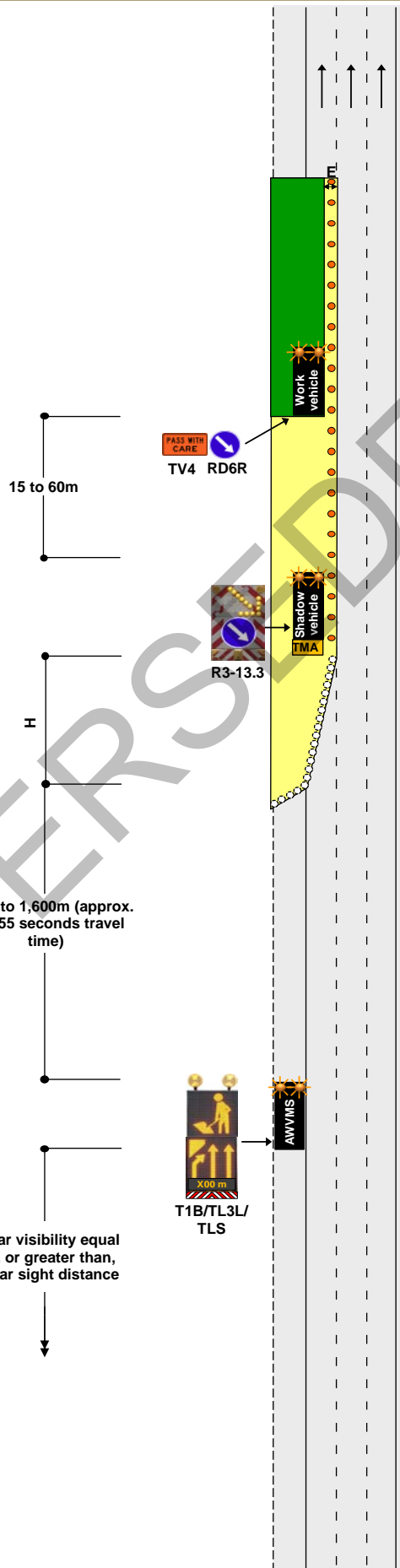
Semi-static closure

Left-lane closure

H3.1
Level 3

Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
2. The AWMMS may be replaced by T1B signs installed on both sides of the road
3. Where an AWMMS is used, cone taper (H) is optional
4. Always try to use the shortest distance where a range is displayed (eg 100m to 1,600m, try for 100m)



EXAMPLE
ONLY

This drawing must not be
used as a TMP diagram

ONE-WAY MULTI-LANE ROAD

Semi-static closure

Right and centre lane closure

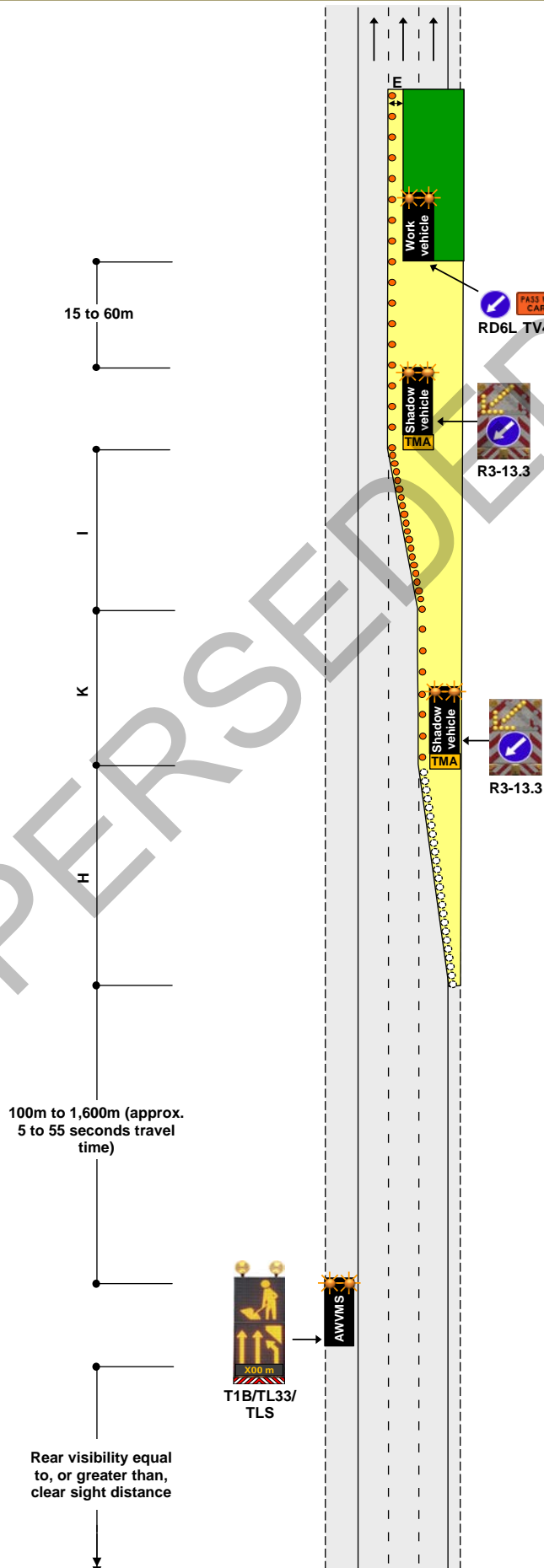
H3.2
Level 3

Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
2. The AWWMS may be replaced by T1B signs installed on both sides of the road
3. Where an AWWMS is used, cone taper (H) is optional
4. Always try to use the shortest distance where a range is displayed (eg 100m to 1,600m, try for 100m)



This drawing must not be used as a TMP diagram

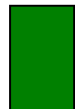
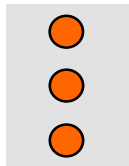

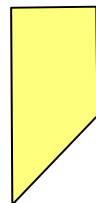
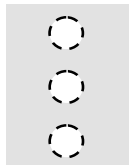

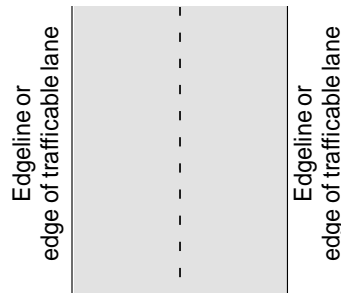

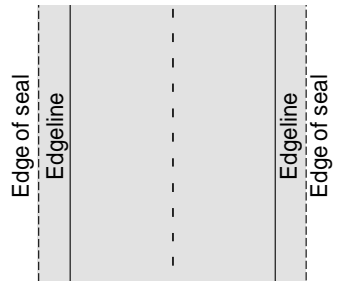




Note:

This page is to be used as the layout distances table for the level 2 static and mobile diagrams.

Print this page on A3 paper and fold it to fit an A4 page.

Unfold this page when you want to view the layout distances table and a diagram at the same time.

Working space 	Mandatory: ▪ Cones ▪ Signs  
Safety zones 	Optional: ▪ Cones ▪ Signs  
Edgeline or edge of trafficable lane (indicated by solid black line) 	Hazard area 
Edge of Seal (indicated by dotted line next to solid black line) 	Barrier  Chevron 

LEVEL 3 LAYOUT DISTANCES TABLE

Permanent/TSL (km/h)		◆80	100						
Traffic signs									
A	Sign visibility distance (m)	100	120						
C	Sign spacing (m) - Desirable	160	200						
❖	Sign spacing (m) - Minimum	80	100						
Safety zones									
D	Longitudinal (m)*	45	60						
E	Lateral (m)								
	1. Behind cones etc	1	1						
	2. Behind concrete barrier	0.5	0.5						
	3. Behind other barriers	As recommended by manufacturers							
Tapers									
H	Initial taper length per lane (m)**	150	180						
I	Subsequent taper length per lane (m)	80	100						
K	Minimum distance between tapers (m)	80	100***						
Delineation devices									
Spacing (centres)	All tapers (m)	2.5	2.5						
	Cones parallel to the lane (eg between tapers and alongside the working space) (m)	10	10						
	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 20m either side of a change in alignment							
<p>◆ For temporary speeds less than 80km/h use the C2.6 Level 2 worksite layout distances table.</p> <p>❖ The desirable sign spacing distance must be used wherever possible. The minimum sign spacing distance may only be used where there are road environment constraints. Where only one sign is erected in advance of the start of a cone taper the distance from the sign to the start of the taper must be 2xC.</p> <p>* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite. Refer subsections H1.17 and H1.18</p> <p>** Taper length is based on a single lane shift of 3.5m.</p> <p>*** Must be altered if required to meet the supplementary TSL distance.</p>									
Lane widths									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

General

Except for delineation device spacings, which are maximum values, the distances specified in the above table are minimum values. Approach signage, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. Any subsequent tapers, and the remainder of the worksite, are based on the applicable permanent or TSL.